

## § 23.1557

(2) Each emergency control must be red and must be marked as to method of operation. No control other than an emergency control, or a control that serves an emergency function in addition to its other functions, shall be this color.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-21, 43 FR 2319, Jan. 16, 1978; Amdt. 23-50, 61 FR 5193, Feb. 9, 1996; Amdt. 23-62, 76 FR 75763, Dec. 2, 2011]

## § 23.1557 Miscellaneous markings and placards.

(a) *Baggage and cargo compartments, and ballast location.* Each baggage and cargo compartment, and each ballast location, must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements.

(b) *Seats.* If the maximum allowable weight to be carried in a seat is less than 170 pounds, a placard stating the lesser weight must be permanently attached to the seat structure.

(c) *Fuel, oil, and coolant filler openings.* The following apply:

(1) Fuel filler openings must be marked at or near the filler cover with—

(i) For reciprocating engine-powered airplanes—

(A) The word “Avgas”; and

(B) The minimum fuel grade.

(ii) For turbine engine-powered airplanes—

(A) The words “Jet Fuel”; and

(B) The permissible fuel designations, or references to the Airplane Flight Manual (AFM) for permissible fuel designations.

(iii) For pressure fueling systems, the maximum permissible fueling supply pressure and the maximum permissible defueling pressure.

(2) Oil filler openings must be marked at or near the filler cover with the word “Oil” and the permissible oil designations, or references to the Airplane Flight Manual (AFM) for permissible oil designations.

(3) Coolant filler openings must be marked at or near the filler cover with the word “Coolant”.

(d) *Emergency exit placards.* Each placard and operating control for each emergency exit must be red. A placard

## 14 CFR Ch. I (1-1-14 Edition)

must be near each emergency exit control and must clearly indicate the location of that exit and its method of operation.

(e) The system voltage of each direct current installation must be clearly marked adjacent to its external power connection.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; as amended by Amdt. 23-21, 42 FR 15042, Mar. 17, 1977; Amdt. 23-23, 43 FR 50594, Oct. 30, 1978; Amdt. 23-45, 58 FR 42166, Aug. 6, 1993; 73 FR 35063, June 20, 2008]

## § 23.1559 Operating limitations placard.

(a) There must be a placard in clear view of the pilot stating—

(1) That the airplane must be operated in accordance with the Airplane Flight Manual; and

(2) The certification category of the airplane to which the placards apply.

(b) For airplanes certificated in more than one category, there must be a placard in clear view of the pilot stating that other limitations are contained in the Airplane Flight Manual.

(c) There must be a placard in clear view of the pilot that specifies the kind of operations to which the operation of the airplane is limited or from which it is prohibited under § 23.1525.

(d) The placard(s) required by this section need not be lighted.

[Doc. No. 27807, 61 FR 5193, Feb. 9, 1996, as amended by Amdt. 23-62, 76 FR 75763, Dec. 2, 2011]

## § 23.1561 Safety equipment.

(a) Safety equipment must be plainly marked as to method of operation.

(b) Stowage provisions for required safety equipment must be marked for the benefit of occupants.

## § 23.1563 Airspeed placards.

There must be an airspeed placard in clear view of the pilot and as close as practicable to the airspeed indicator. This placard must list—

(a) The operating maneuvering speed,  $V_O$ ; and

(b) The maximum landing gear operating speed  $V_{LO}$ .

(c) For reciprocating multiengine-powered airplanes of more than 6,000 pounds maximum weight, and turbine